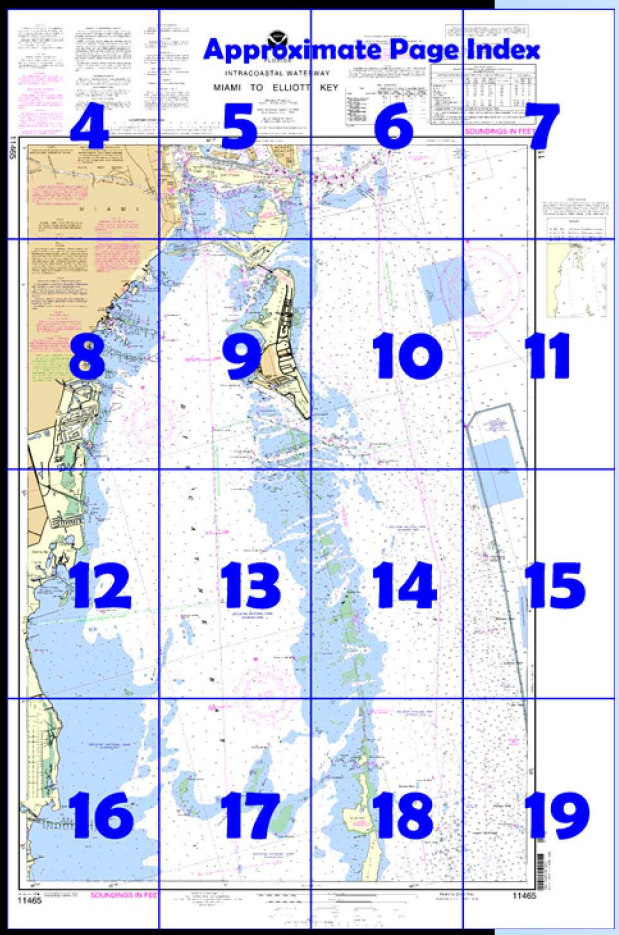
BookletChart™

Intracoastal Waterway Miami to Elliott Key

(NOAA Chart 11465)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

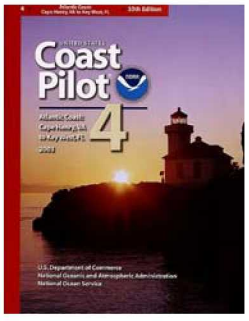
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 12]

(602) **Snapper Creek Canal**, 1.3 miles south of Matheson Hammock, is a drainage canal navigable to a salinity structure 1.3 miles above the entrance. A yacht basin with services is upstream of the highway bridge above the entrance. The bridge had a reported depth of 5 feet.

(603) At **Kings Bay, Mile 1102.2,** on the west side of Biscayne Bay 9 miles southward of Rickenbacker Causeway, is a yacht and country club. There is berthage for 150 boats with depths of 7 to 10 feet alongside the piers. Gasoline, diesel fuel, water, ice, electricity, and restaurant are available and there is a launching ramp. **Cutler Channel,** leading to the yacht basin and a powerplant, is marked by private aids. There was a reported channel depth of 6 feet.

(604) The Intracoastal Waterway crosses **Featherbed Bank** at **Mile 1107.6** and is marked by daybeacons and lights. Another channel through Featherbed Bank 2.5 miles eastward of the waterway is marked by a light and daybeacons. The depth was 8 feet. Care must be taken to stay in the center of the channel; the appearance of the water is the best guide, as the shoals on each side are usually visible. The daybeacon northeastward of Featherbed Bank is not easily seen at a distance. Good landmarks are the tower resembling a lighthouse on **Boca Chita Key** northward of **Sands Key** and the 415-foot stacks of the powerplant at Turkey Point.

(605) **Biscayne National Park**, a protected area, is between **Mile 1097.0** and **Mile 1119.2.** The National Park Service has established an anchorage area off the northern end of **Elliott Key,** opposite **Mile 1110.0.** The anchorage is marked by buoys. A park ranger is stationed at **Elliott Key Harbor** opposite **Mile 1112.4.** Berths and camp sites are available. No services are available.

(606) From **Mile 1109** to **Mile 1113.2** the Intracoastal Waterway passes through an Air Force training area. Mariners are urged to exercise caution because training drills utilizing helicopters, parachutes, small one-man liferafts, and support craft are conducted daily.

[Coast Pilot 4, Chapter 11 excerpts]

(32) Norris Cut is a shallow inlet just south of the Main Channel to Miami Harbor between Fisher Island and **Virginia Key**. A prominent stack and tanks are near the center of Virginia Key.

(33) **Key Biscayne** is connected to the mainland by a bridge-causeway which crosses Bear Cut, Virginia Key, and Biscayne Bay. The bridge over Bear Cut has a clearance of 16 feet. A shoal, bare at mean high water, extends about 0.6 mile in a north-south direction 0.2 mile off the eastern shore of Key Biscayne.

(34) An abandoned lighthouse is on **Cape Florida,** the southern point of Key Biscayne.

(35) **Biscayne Channel** leads through the shoals south of Cape Florida into Biscayne Bay. It is partially dredged, but the channel has shoaled. The depth was 5 feet. The channel is marked by lights and daybeacons. Craft whose draft is close to the limiting depth of the channel should exercise extreme caution in navigating it. Several channels leading through the shoals between Biscayne Channel and Key Biscayne are used by local boats.

(36) **Cape Florida Anchorage,** with depths of 12 to 20 feet, is 300 yards westward of the south end of Cape Florida with the lighthouse tower bearing northward of 069°. This is a poor anchorage with southerly winds.

(37) **Miami South Channel** is a cut leading from Biscayne Bay to the Miami waterfront. One branch leads into the Miami River, and the other leads to the basin off **Bay Front Park.** The Intracoastal Waterway southward to Key West passes through Miami South Channel.

(38) **Fowey Rocks Light** (25°35'24"N., 80°05'48"W.), 110 feet above the water, is shown from a brown, octagonal, pyramidal skeleton tower on pile foundation enclosing a white dwelling and stair cylinder.

(39) **Fowey Rocks Anchorage,** 1.3 miles westward of Fowey Rocks Light and unprotected from southerly winds, can be used by vessels drawing 14 feet or less.

(40) **Bowles Bank Anchorage** 6.5 miles south-southwestward of Fowey Rocks Light is fair in all but southerly winds. It has depths of 14 to 16 feet and soft bottom in places, and lies 0.5 mile north of the light of Bache Shoal and eastward of the north end of **Elliott Key.**

(41) **Legare Anchorage,** 7 miles southward of Fowey Rocks Light, lies between the reefs westward of **Triumph Reef**. The bottom is mostly hard, but there are some soft spots on which vessels may anchor. The entrances are not marked, and the anchorage is not generally used.

(42) **Caesar Creek Bank Anchorage**, 12 miles south-southwestward of Fowey Rocks Light, is fair in all but southerly winds. It lies on the west side of Hawk Channel between **Margot Fish Shoal** and **Caesar Creek Bank,** with depths of 10 to 12 feet, soft bottom.

Table of Selected Chart Notes

Corrected through NM Nov. 24/07
Corrected through LNM Nov. 20/07

HEIGHTS

Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE B

The area in Miami Harbor from the turning basin to the northwest corner of Dodge Island is utilized intermittently as a seaplane operating area.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE C

The aids are private and positions are approximate.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Miami, FL	KHB-34	162.550 MHz
Princeton, FL	WNG-663	162.425 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.366" northward and 0.825" eastward to agree with this chart.

CAUTION

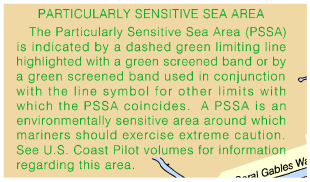
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.



Mercator Projection
Scale 1:40,000 at Lat. 25°38'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE J

PRECAUTIONARY AREA

A Precautionary Area exists around Miami Lighted Buoy "M". Large commercial ships inbound and outbound of the port will not be boarded and disembark pilots within this area and will be severely limited in their ability to maneuver. All vessels are advised to exercise extreme care in navigating within this area.

CHANNEL MARKERS

Reflectors on daybeacons and buoys along the Intracoastal Waterway are white or green on the left-hand and red on the right-hand side when proceeding southward.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE G

BISCAYNE NATIONAL PARK CLOSED AREA

For the protection of artifacts, this portion of Biscayne National Park is closed to the following activities:

Scuba diving, snorkeling, swimming, floating, and any activity that involves placing persons or equipment, on, in or under the water. However, hook and line 'drift' fishing is allowed.

Use of any underwater viewing device including, but not limited to, face masks, glass bottom boats, glass bottom buckets or cameras.

Anchoring any vessel at any time unless an emergency exists.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE F

CAUTION

Cross-channel current variations in Government Cut are particulary difficult to negotiate because of variances between predicted and actual currents. Caution should be exercised when entering from sea during flood tide with northeasterly winds; a strong turning torque occurs when just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tides. Horizontal current gradients occur in the turning basin at the northwest corner of Dodge Island which may make maneuvering difficult. Ships may encounter current anomalies at the mouth of the Miami River.

Additional information can be obtained at nauticalcharts.noaa.gov.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — —

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Miami Marina	(25°47'N/080°11'W)	2.4	2.3	0.1
Miami Harbor Entrance	(25°46'N/080°08'W)	2.7	2.6	0.2
Cutler, Biscayne Bay	(25°37'N/080°18'W)	2.1	2.1	0.1
Ragged Keys	(25°32'N/080°10'W)	1.9	1.8	0.1
Elliott Key Harbor	(25°27'N/080°12'W)	1.6	1.6	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Nov 2007)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

MIAMI HARBOR CHANNEL
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2007
AND SURVEYS TO OCT 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
OUTER BAR CUT	39.7	44.6	44.2	41.4	10-09	500	1.65	44
WIDENER A	45.1	44.9	44.5	40.4	10-09	0-600	0.55	44
BAR CUT	44.4	44.6	44.8	38.2	10-09	500	0.73	44
GOVERNMENT CUT	41.8	42.7	41.4	40.4 B	10-09	500	1.0	42
MAIN CHANNEL	34.5	38.5	37.1	34.1	10-09	400	2.00	36
FISHERMANS CHANNEL C								
LUMMUS ISLAND CUT	37.6	42.2	43.4	42.7	10-09	400-750	0.95	36
LUMMUS ISLAND TURNING BASIN	41.3	40.9	40.9	37.5	10-09	400-2000	0.60	36
DODGE ISLAND CUT	30.7	33.0	33.0	31.0	10-09	400-900	0.70	35

A. WIDENER LOCATED AT THE JUNCTION OF OUTER BAR CUT AND BAR CUT REACH.
B. SHOALING TO 14 FT BETWEEN 25°45'59" N 80°08'17" W AND 25°46'00" N 80°08'22" W. SHOALING EXTENDS 100 FT INTO CHANNEL
C. NOT A CORPS OF ENGINEERS PROJECT. CONSULT PORT OF MIAMI FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION (305)371-7678

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION

Limitations or the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are publishec periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted ocations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CHANNEL MARKERS

Reflectors on daybeacons and buoys along the Intracoastal Waterway are white or green on the left-hand and red on the right-hand side when proceeding southward.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

HEIGHTS

Heights in feet above Mean High Water.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.366" northward and 0.825" eastward to agree with this chart.

INTR.

MIAMI

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 1.0 nautica miles run in 15 minutes, the speed is 16.0 knots.

11465

80° 10'

15'

45'

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Miami, FL	KHB-34	162.550 MHz
Princeton, FL	WNG-663	162.425 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

M I A M I

NOTE B

The area in Miami Harbor from the turning basin to the northwest corner of Dodge Island is utilized intermittently as a seaplane operating area.

NOTE C

The aids are private and positions are approximate.

NOTE F

CAUTION

Cross-channel current variations in Government Cut are particularly difficult to negotiate because of variances between predicted and actual currents. Caution should be exercised when entering from sea during flood tide with northeasterly winds; a strong turning torque occurs when just inside the north jetty. A similar but less serious situat on occurs when leaving the port during ebb tides. Horizontal current gradients occur in the turning basin at the northwest corner of Dodge Island which may make maneuver ng difficult. Ships may encounter current anomalies at the mouth of the Miami River.

NOTE G

BISCAYNE NATIONAL PARK CLOSED AREA

For the protection of artifacts, this portion of Biscayne National Park is closed to the following activities:

Scuba diving, snorkeling, swimming, floating, and any

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipe ines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Joins page 8

North

Printed at reduced scale.

SCALE 1:40,000

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

THE NATION'S CHARTMAKER SINCE 1807

FLORIDA

IACOASTAL WATERWAY

TO ELLIOTT KEY

Mercator Projection
Scale 1:40,000 at Lat. 25°38'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additiona information can be obtained at nauticalcharts.noaa.gov.

Formerly C&GS 848, 1st Ed., October 1939 C-1939-498 KAPP 310

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Miami Marina	(25°47'N/080°11'W)	2.4	2.3	0.1
Miami Harbor Entrance	(25°46'N/080°08'W)	2.7	2.6	0.2
Cutler, Biscayne Bay	(25°37'N/080°18'W)	2.1	2.1	0.1
Haggood Keys	(25°32'N/080°10'W)	1.9	1.8	0.1
Elliott Key Harbor	(25°27'N/080°12'W)	1.6	1.6	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Nov 2007)

This nautical chart has been
Ocean Service encourages users
improving this chart to the Chie
Service, NOAA, Silver Spring, M

PRINT

NOAA and its partner, OceanGrafix, offe
and critical corrections. Charts are printe
Editions are available 5-8 weeks before the
about Print-on-Demand charts or conta
help@NauticalCharts.gov, or OceanG
help@OceanGrafix.com.

MIAM
TABULATED FROM SURVEYS BY TH
AND S

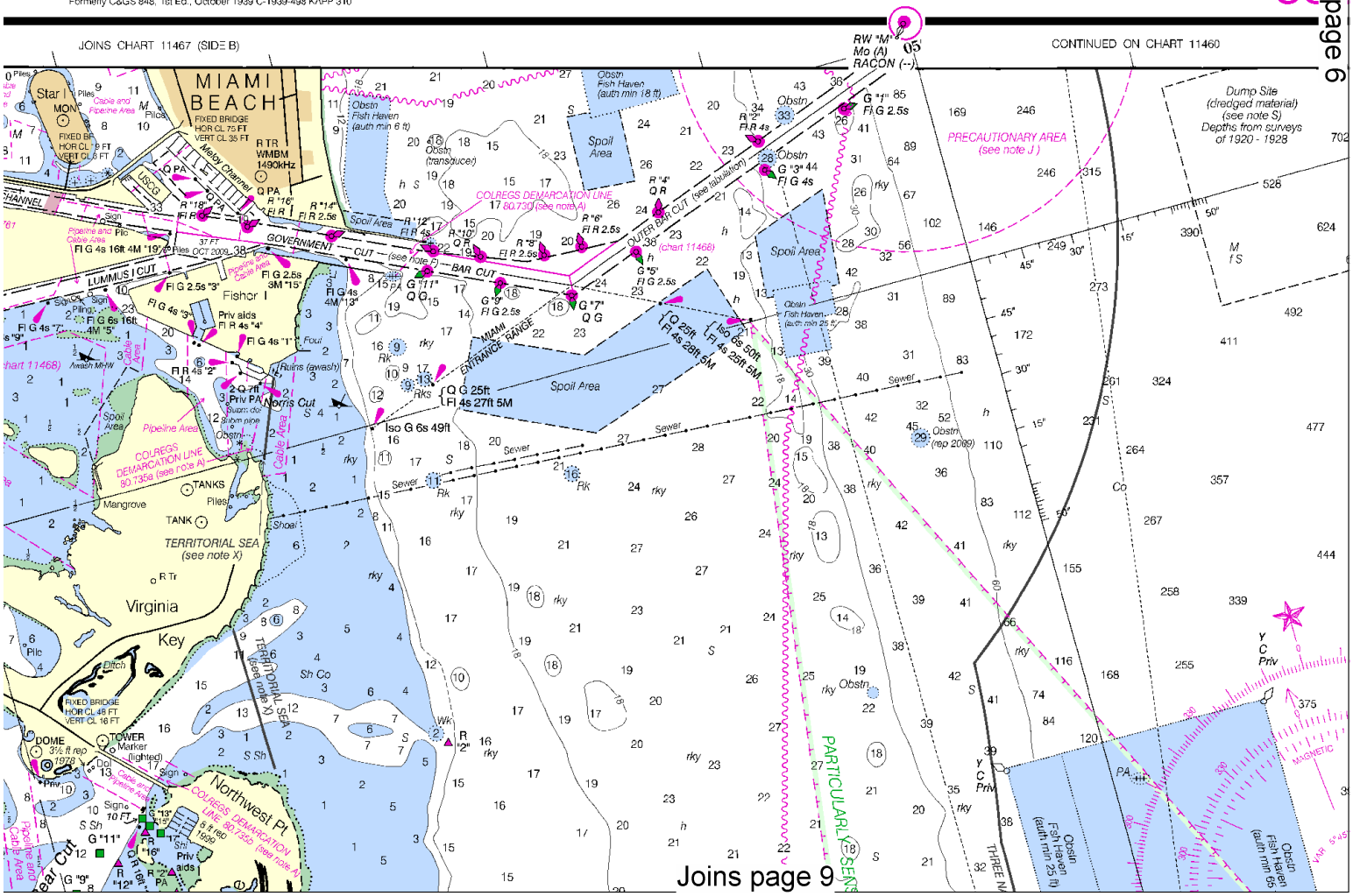
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTE
OUTER BAR CUT	39.7	44.6
WIDENER A	45.1	44.9
BAR CUT	44.4	44.6
GOVERNMENT CUT	41.8	42.7
MAIN CHANNEL	34.5	36.5
FISHERMANS CHANNEL C		
LUMMUS ISLAND CUT	37.6	42.2
LUMMUS ISLAND TURNING BASIN	41.3	40.9
DODGE ISLAND CUT	30.7	33.0

A. WIDENER LOCATED AT THE JUNCTION OF OUTER BAR
B. SHOALING TO 14 FT BETWEEN 25°45'59" N 80°08'17" W AND
C. NOT A CORPS OF ENGINEERS PROJECT. CONSULT PO
(305)371-7678

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANG

SC Joins page 6



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

HEIGHTS

Heights in feet above Mean High Water.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.366" northward and 0.825" eastward to agree with this chart.

IC SPEED SCALE

7 8 9 10 15 20 25 30 40 50 60

unit) and the other on minutes run. Without changing divider spread, place
r. Example: with 4.0 nautica miles run in 15 minutes, the speed is 16.0 knots.

THE NATION'S CHARTMAKER SINCE 1807

FLORIDA

INTRACOASTAL WATERWAY

MIAMI TO ELLIOTT KEY

Mercator Projection
Scale 1:40,000 at Lat. 25°38'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additiona information can be obtained at nauticalcharts.noaa.gov.

Formerly C&GS 848, 1st Ed., October 1939 C-1939-498 KAPP 310

For Symbols and Abl

COLREGS: International Regulat
Demarcation lines ar

C
This chart has been corrected fr
weekly by the National Geospatial-In
Mariners (LNM) issued periodically
dates shown in the lower left hand c
Mariners published after the dates show
nauticalcharts.noaa.gov.

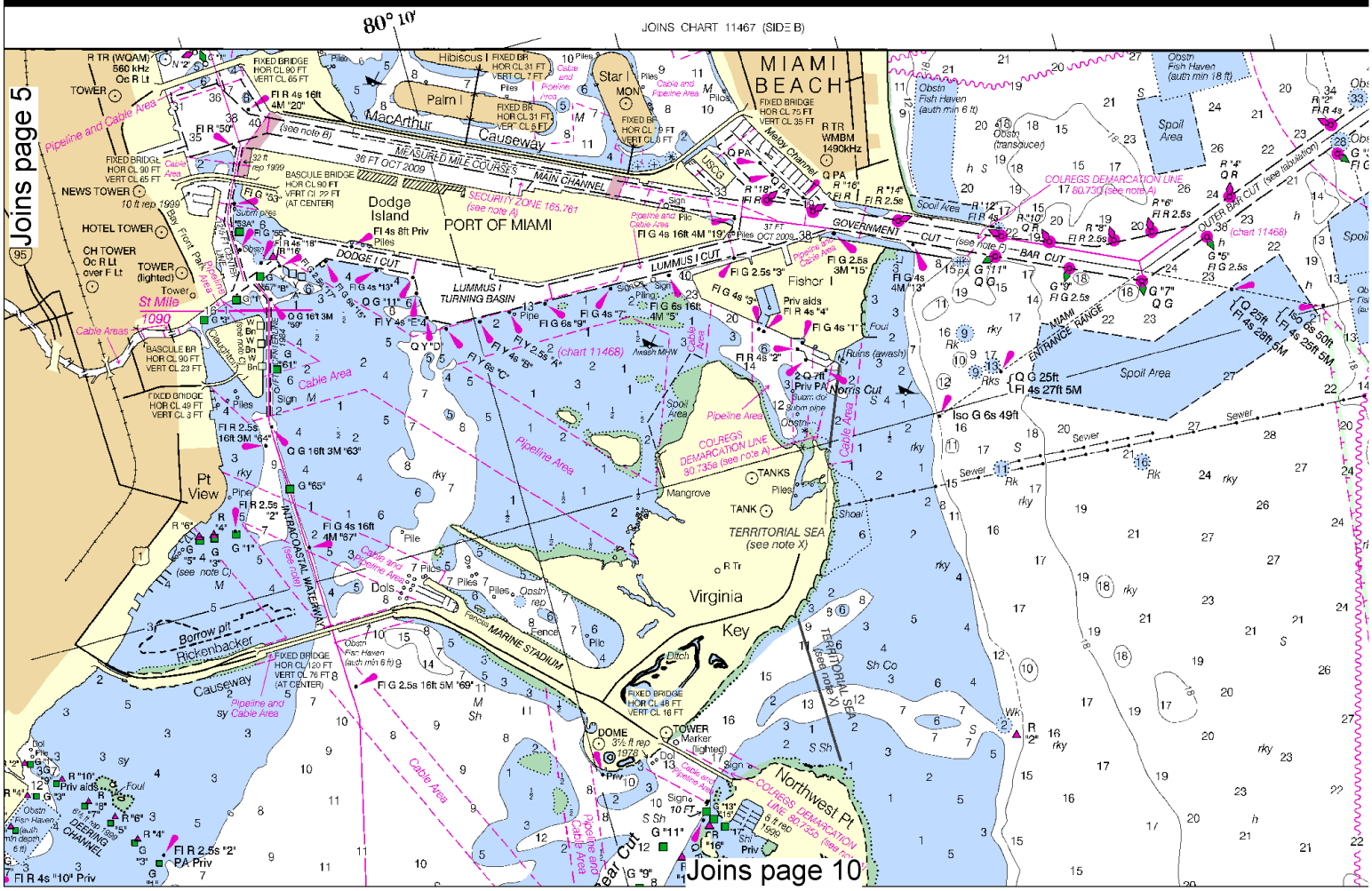
N
Regulations for Ocean Dumping S
Additional information concerning the
sites may be obtained from the Envi
U.S. Coast Pilots appendix for address
the survey dates may have reduced th

TIDAL I

PLACE	
NAME	(LAT/L
Miami Marina	(25°47'N,
Miami Harbor Entrance	(25°46'N,
Outer, Biscayne Bay	(25°37'N,
Hagged Keys	(25°32'N,
Elliott Key Harbor	(25°27'N,

Dashes (- - -) located in datum columns indicate unava
tide predictions, and tidal current predictions are availa

(Nov 2007)



North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Abbreviations see Chart No. 1

lations for Preventing Collisions at Sea, 1972.
are shown thus: – – – –

CAUTION

from the Notice to Mariners (NM) published
Intelligence Agency and the Local Notice to
ly by each U.S. Coast Guard district to the
corner. Chart updates corrected from Notice to
own in the lower left hand corner are available at

NOTE S

g Sites are contained in 40 CFR, Parts 220-229.
e regulations and requirements for use of the
nvironmental Protection Agency (EPA). See
esses of EPA offices. Dumping subsequent to
f the depths shown.

L INFORMATION

	Height referred to datum of soundings (MLLW)		
T/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
"N/080°11'W)	2.4	2.3	0.1
"N/080°08'W)	2.7	2.6	0.2
"N/080°18'W)	2.1	2.1	0.1
"N/080°10'W)	1.9	1.8	0.1
"N/080°12'W)	1.6	1.6	0.1

available datum values for a tide station. Real-time water levels,
ailable on the Internet from http://tidesandcurrents.noaa.gov.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

MIAMI HARBOR CHANNEL
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2007
AND SURVEYS TO OCT 2009

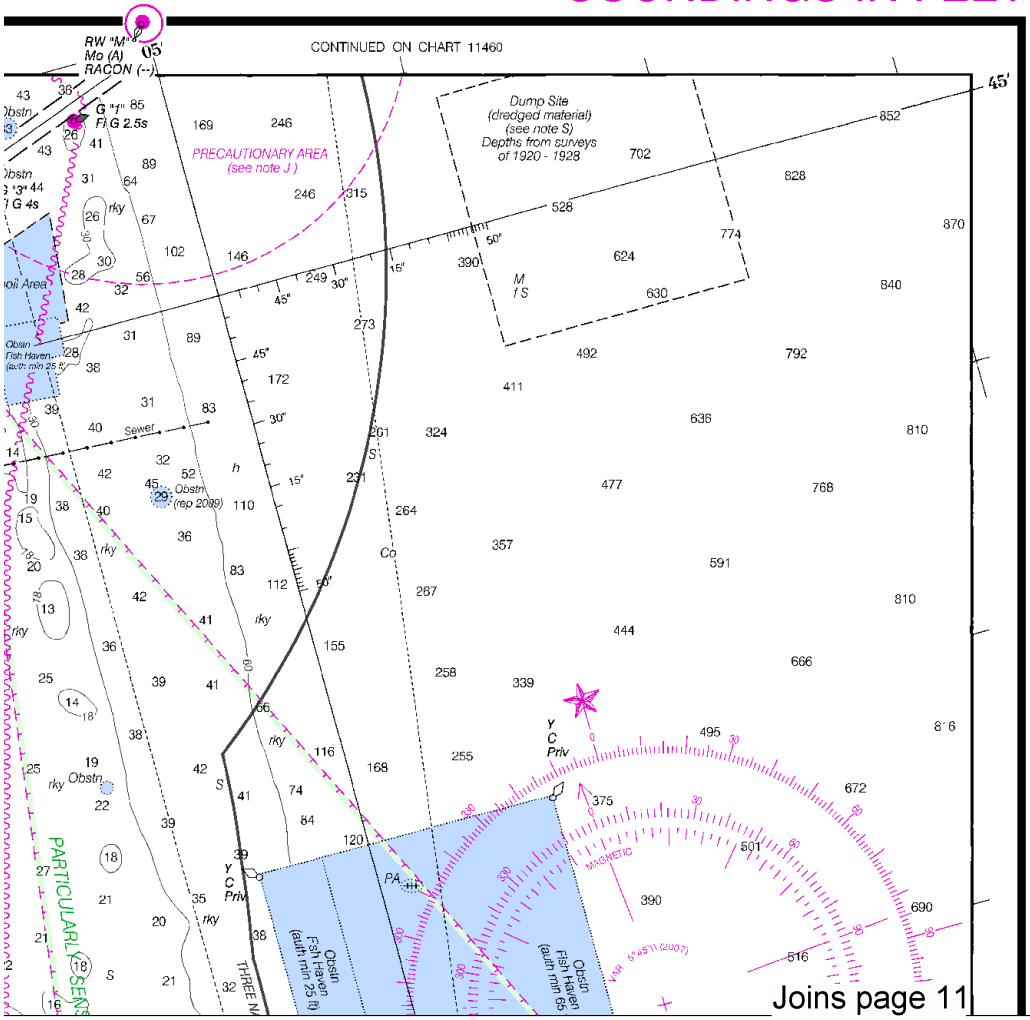
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
OUTER BAR CUT	39.7	44.6	44.2	41.4	10-09	500	1.65	44
WIDENER A	45.1	44.9	44.5	40.4	10-09	0-600	0.55	44
BAR CUT	44.4	44.6	44.8	38.2	10-09	500	0.73	44
GOVERNMENT CUT	41.8	42.7	41.4	40.4 B	10-09	500	1.0	42
MAIN CHANNEL	34.5	36.5	37.1	34.1	10-09	400	2.00	36
FISHERMANS CHANNEL C								
LUMMUS ISLAND CUT	37.6	42.2	43.4	42.7	10-09	400-750	0.95	36
LUMMUS ISLAND TURNING BASIN	41.3	40.9	40.9	37.5	10-09	400-2000	0.60	36
DODGE ISLAND CUT	30.7	33.0	33.0	31.0	10-09	400-900	0.70	95

A. WIDENER LOCATED AT THE JUNCTION OF OUTER BAR CUT AND BAR CUT REACH.
B. SHOALING TO 14 FT BETWEEN 25°45'59" N 80°08'17" W AND 25°46'00" N 80°08'22" W. SHOALING EXTENDS 100 FT INTO CHANNEL
C. NOT A CORPS OF ENGINEERS PROJECT. CONSULT PORT OF MIAMI FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION (305)371-7678

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOUNDINGS IN FEET

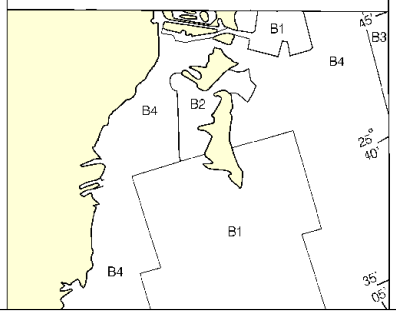
11465



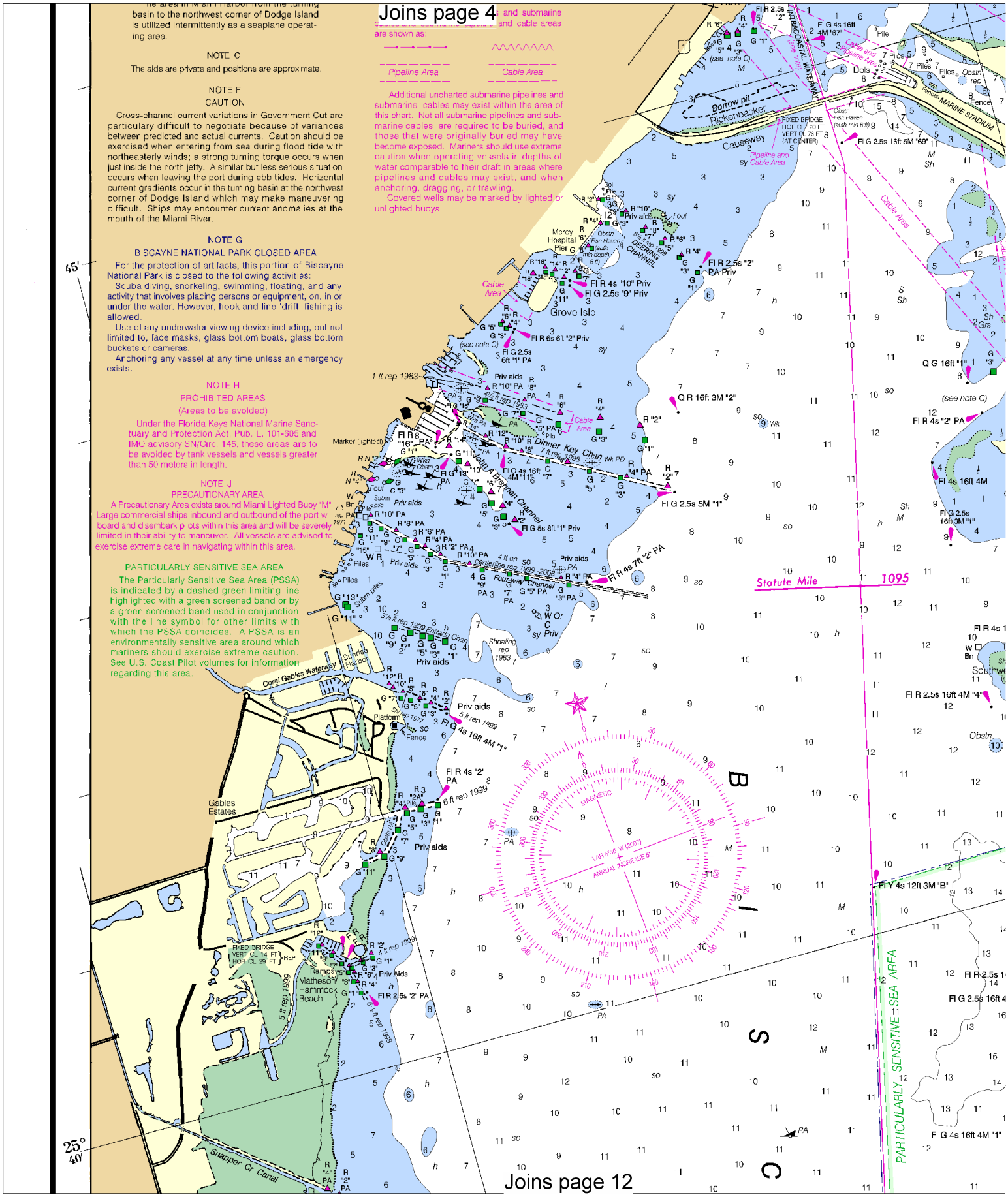
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
B1	1990 - 1998	NOS Surveys Partial bottom coverage
B2	1970 to 1989	NOS Surveys Partial bottom coverage
B3	1940 to 1969	NOS Surveys Partial bottom coverage
B4	1900 to 1939	NOS Surveys Partial bottom coverage
B5	Pre-1900	NOS Surveys Partial bottom coverage



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0511 2/1/2011,
NGA Weekly Notice to Mariners: 0711 2/12/2011,
Canadian Coast Guard Notice to Mariners: n/a .



Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.

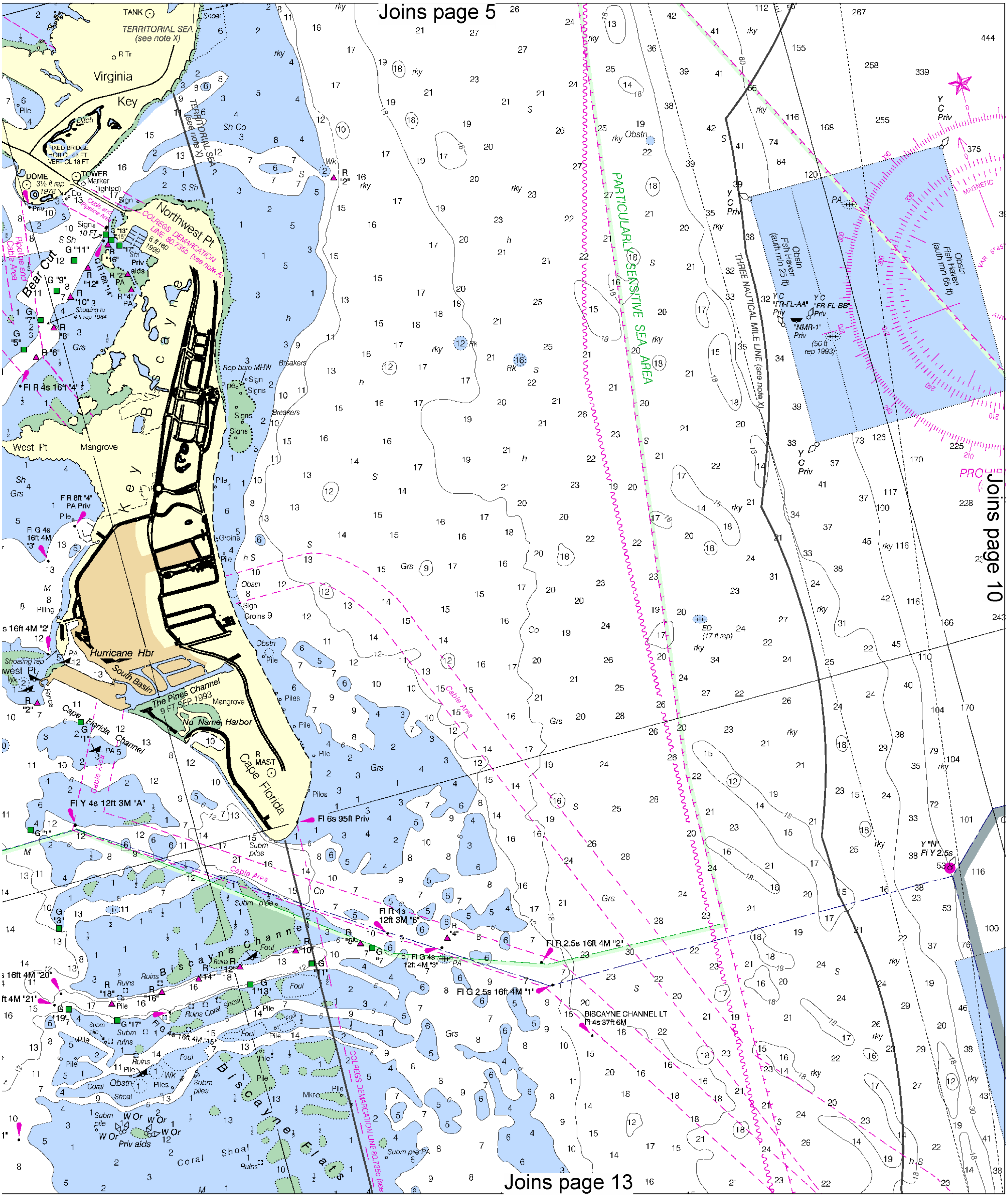
Nautical Miles

1 ½ 0 1 2 3

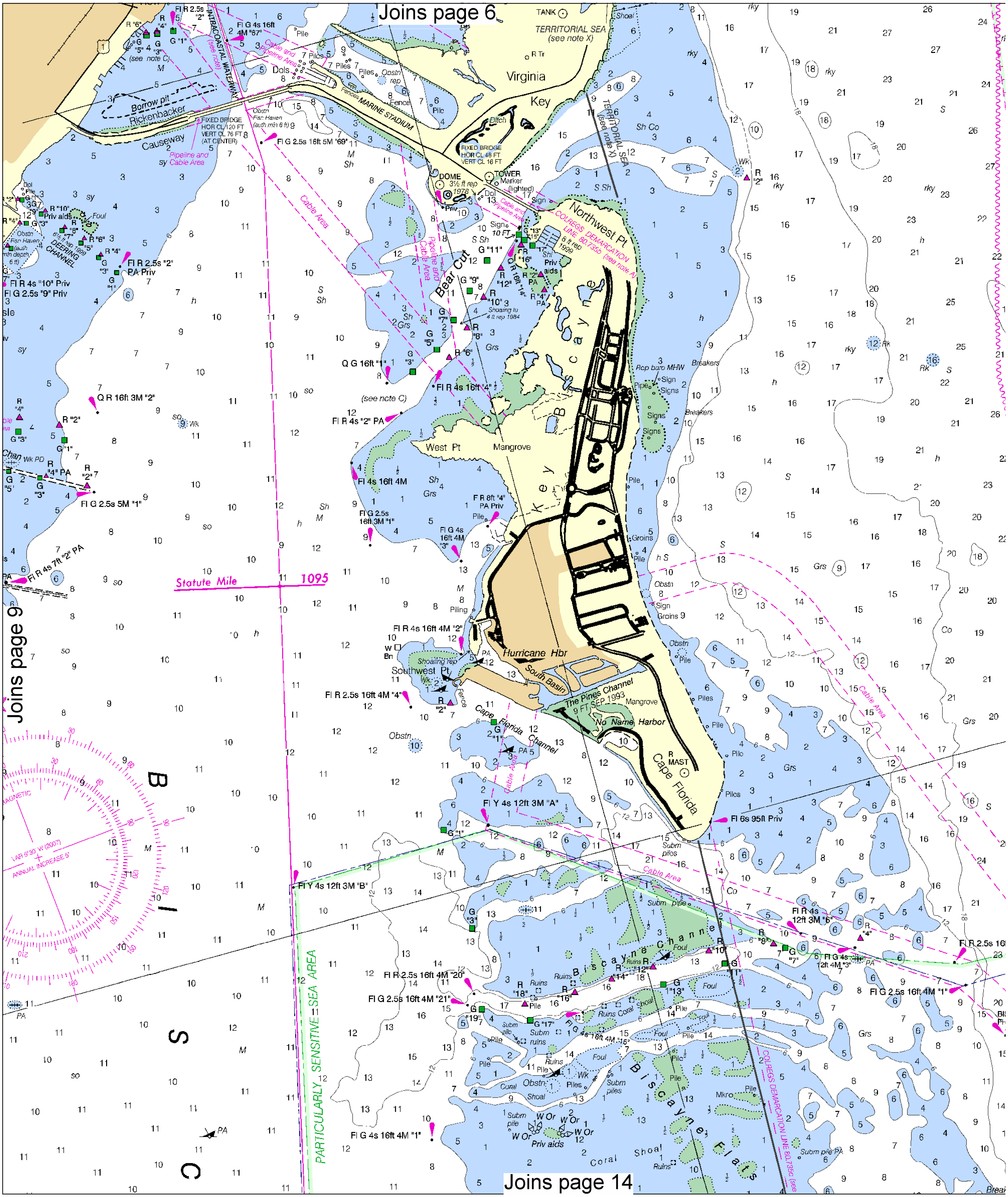
Yards

1000 0 1000 2000 3000 4000 5000

North


Joins page 5
Joins page 10
Joins page 13
TERRITORIAL SEA (see note X)
Virginia Key
FIXED BRIDGE HOR CL 48 FT VERT CL 16 FT
DOME
TOWER Marker (lighted)
Northwest Pt
COLREGS DEMARCATION LINE 80.735c (see note X)
Bear Cut
Key Biscayne
West Pt
Mangrove
Hurricane Hbr
South Basin
The Pines Channel 9 FT SEP 1993
No Name Harbor
Cape Florida
Cape Florida Channel
R MAST
Fl 6s 95ft Priv
Fl Y 4s 12ft 3M "A"
Cable Area
Biscayne Channel
Biscayne Flats
Fl R 4s 12ft 3M "6"
Fl G 4s 12ft 4M "3"
Fl R 2.5s 16ft 4M "2"
Fl G 2.5s 16ft 4M "1"
BISCAYNE CHANNEL LT Fl 4s 37ft 6M
PARTICULARLY SENSITIVE SEA AREA
THREE NAUTICAL MILE LINE (see note X)
Obstn Fsh Haven (auth min 25 ft)
Obstn Fish Haven (auth min 65 ft)
Y C "FR-FL-AA" Priv
Y C "FR-FL-BB" Priv
"NMR-1" Priv (50 ft rep 1993)
ED (17 ft rep)
Y "N" Fl Y 2.5s
MAGNETIC
Priv aids
Coral
Shoal
Ruins

Joins page 6



Joins page 9

Joins page 14

North

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

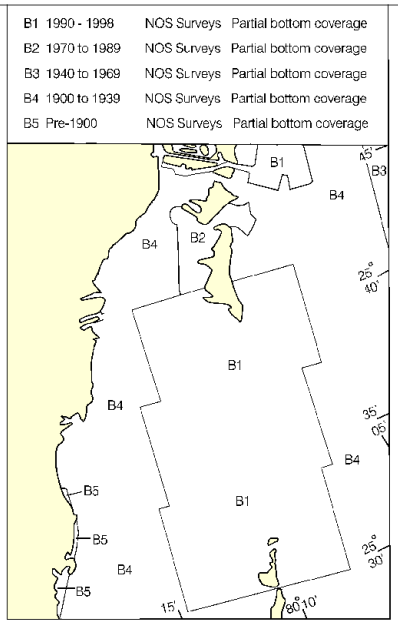
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 7



PARTICULARLY SENSITIVE SEA AREA

THREE NAUTICAL MILE LINE (see note K)

Obstn
Fish Haven
(auth min 25 ft)

Obstn
Fish Haven
(auth min 65 ft)

"FR-FL-AA"
Priv

"FR-FL-BB"
Priv

"NMR-1"
Priv
(50 ft
reo 1993)

PA

MAGNETIC
VAR 6°45'W (2007)
ANNUAL INCREASE 6'

PROHIBITED AREA
(see note H)

ED
(17 ft rep)

Y "N"
Fl Y 2.5s

Co S

FLORIDA KEYS
NATIONAL MARINE
SANCTUARY
(protected area;
15 CFR 922; see note A)

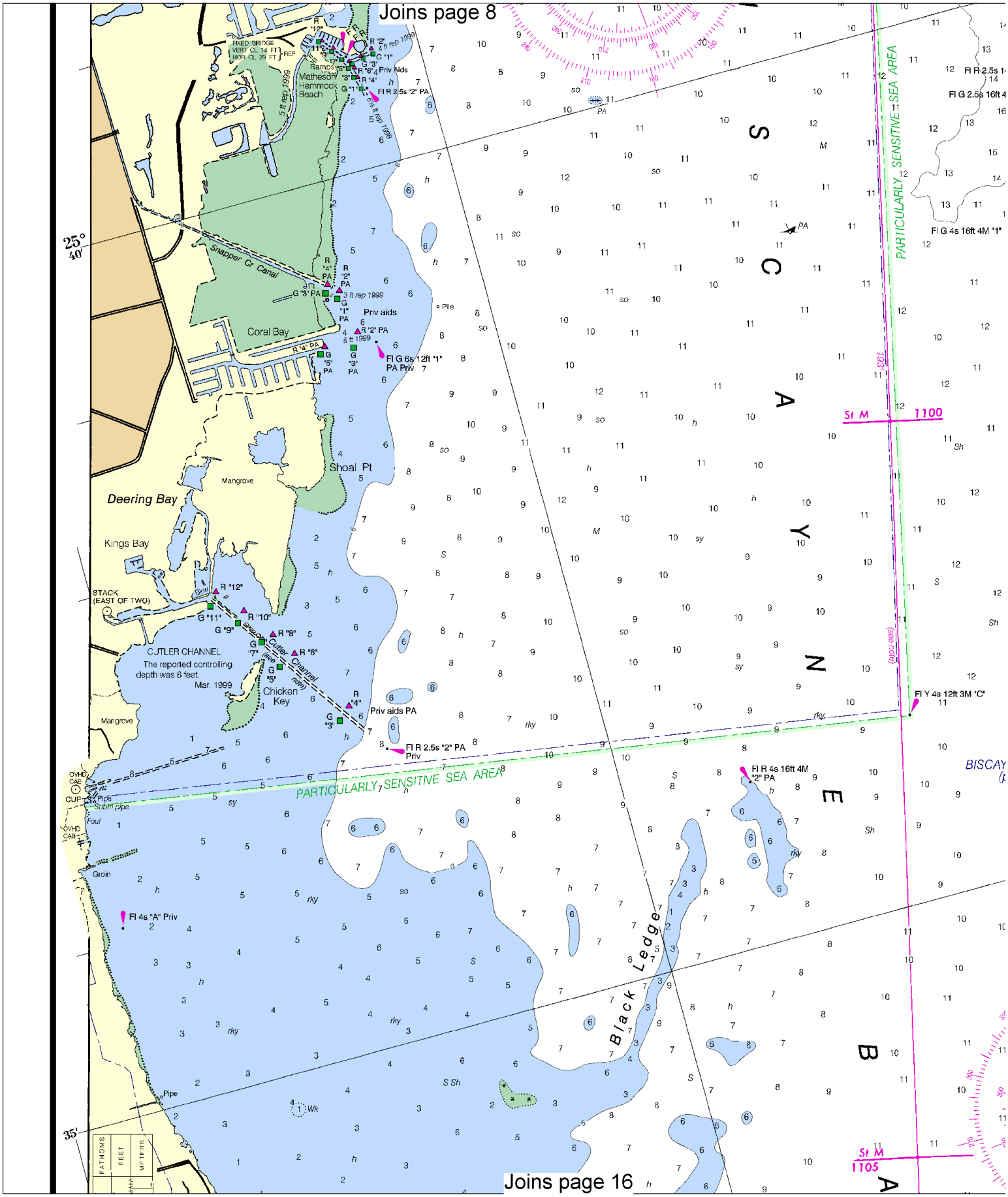
Obstn
Fish Haven
(auth min 65 ft)

16ft 4M "2"

BISCAYNE CHANNEL LT
Fl 4s 37ft 6M

25° 40'

Joins page 15



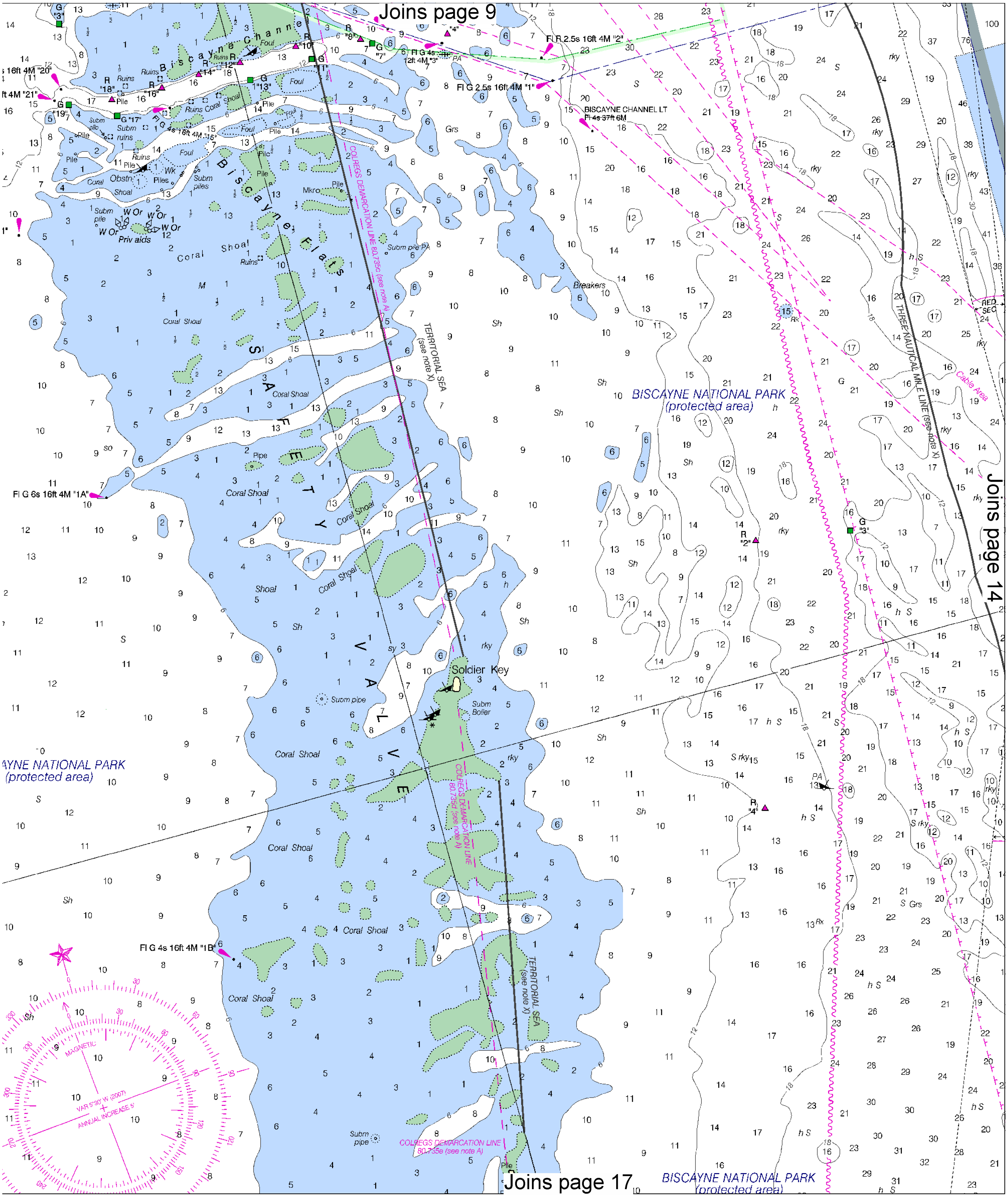
North

Printed at reduced scale. ~~SCALE 1:40,000~~

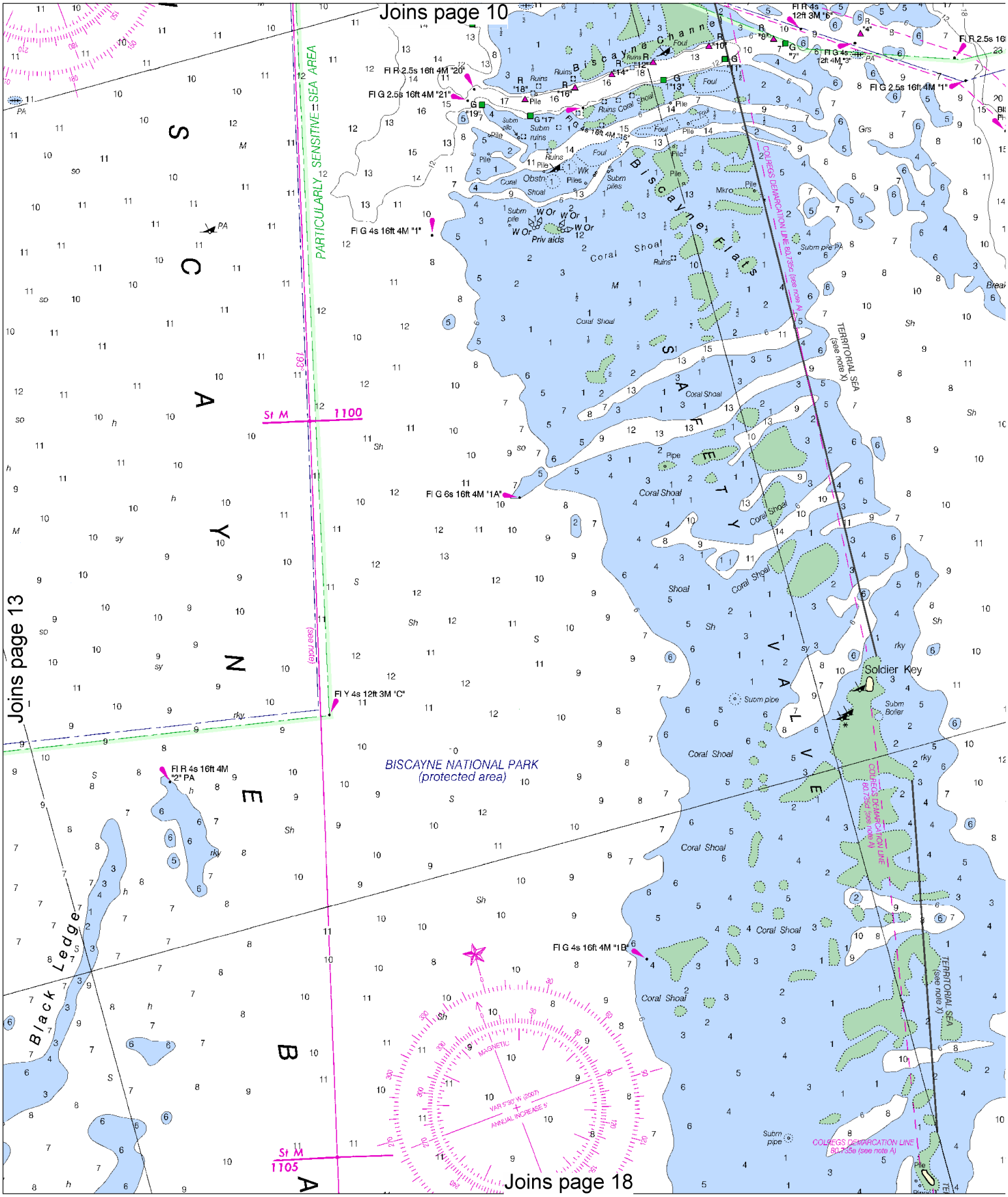
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Joins page 9
Joins page 14
Joins page 17
Biscayne Channel
Biscayne Flats
SAFETY VALVE
Soldier Key
BISCAYNE CHANNEL LT
Fl 4s 37ft 6M
Fl R 2.5s 16ft 4M "2"
Fl G 2.5s 16ft 4M "1"
Fl G 4s 12ft 4M "3"
Fl G 6s 16ft 4M "1A"
Fl G 4s 16ft 4M "1B"
BISCAYNE NATIONAL PARK
(protected area)
COLREGS DEMARCATION LINE 80.735c (see note A)
COLREGS DEMARCATION LINE 80.735d (see note A)
COLREGS DEMARCATION LINE 80.735e (see note A)
TERRITORIAL SEA (see note X)
THREE NAUTICAL MILE LINE (see note X)
Coral Shoal
Subm pipe
Subm Boiler
Priv aids
Breakers
Cable Area
MAGNETIC
VAR 5°30' W (2007)
ANNUAL INCREASE 5'



14

North

Printed at reduced scale.

~~SCALE 1:40,000~~

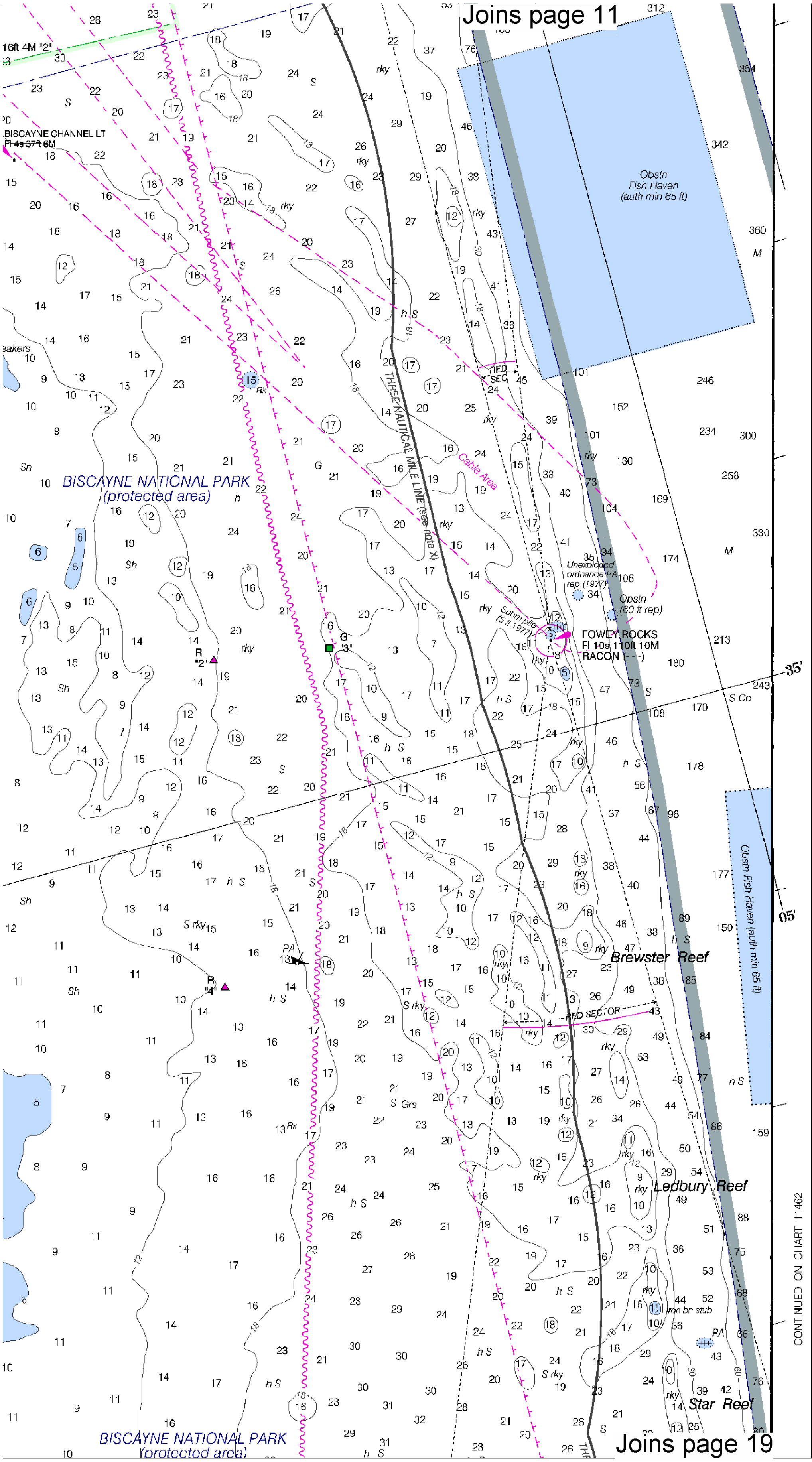
Nautical Miles

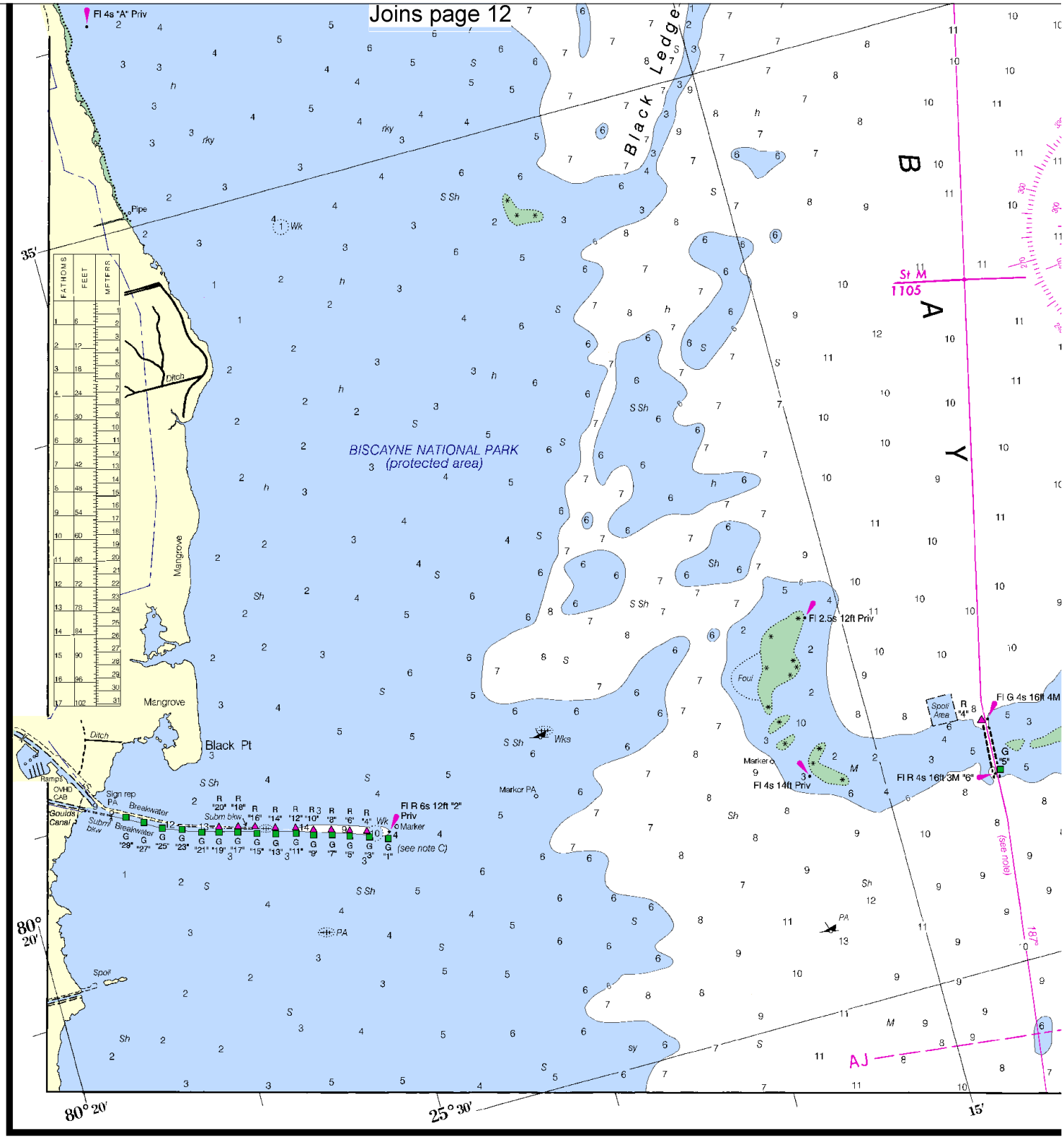
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
BISCAYNE CHANNEL LT
Fl 4s 37ft 6M
Obstn
Fish Haven
(auth min 65 ft)
RED SEC
Cable Area
THREE NAUTICAL MILE LINE (see note X)
BISCAYNE NATIONAL PARK
(protected area)
Unexploded ordnance PA rep (1977)
Obstn
(60 ft rep)
Subm pile (5 ft 1977)
FOWEY ROCKS
Fl 10s 110ft 10M
RACON
Obstn Fish Haven (auth min 65 ft)
Brewster Reef
RED SECTOR
Ledbury Reef
Iron bn stub
Star Reef
CONTINUED ON CHART 11462
BISCAYNE NATIONAL PARK
(protected area)
Joins page 19



38th Ed., Nov./07 ■
Corrected through NM Nov. 24/07
Corrected through LNM Nov. 20/07

11465

SOUNDINGS IN FEET

NOTE X

With n the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

16

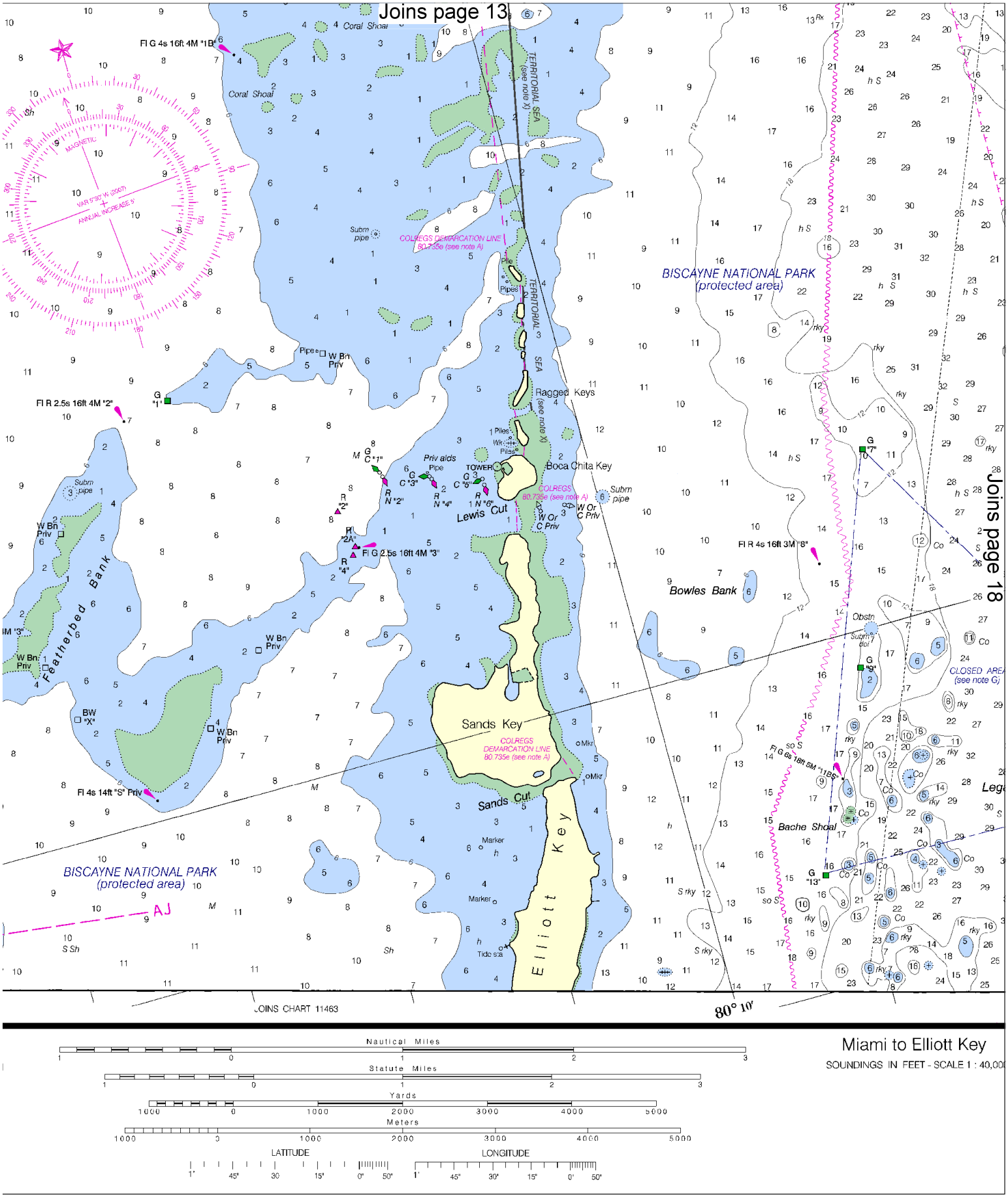
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

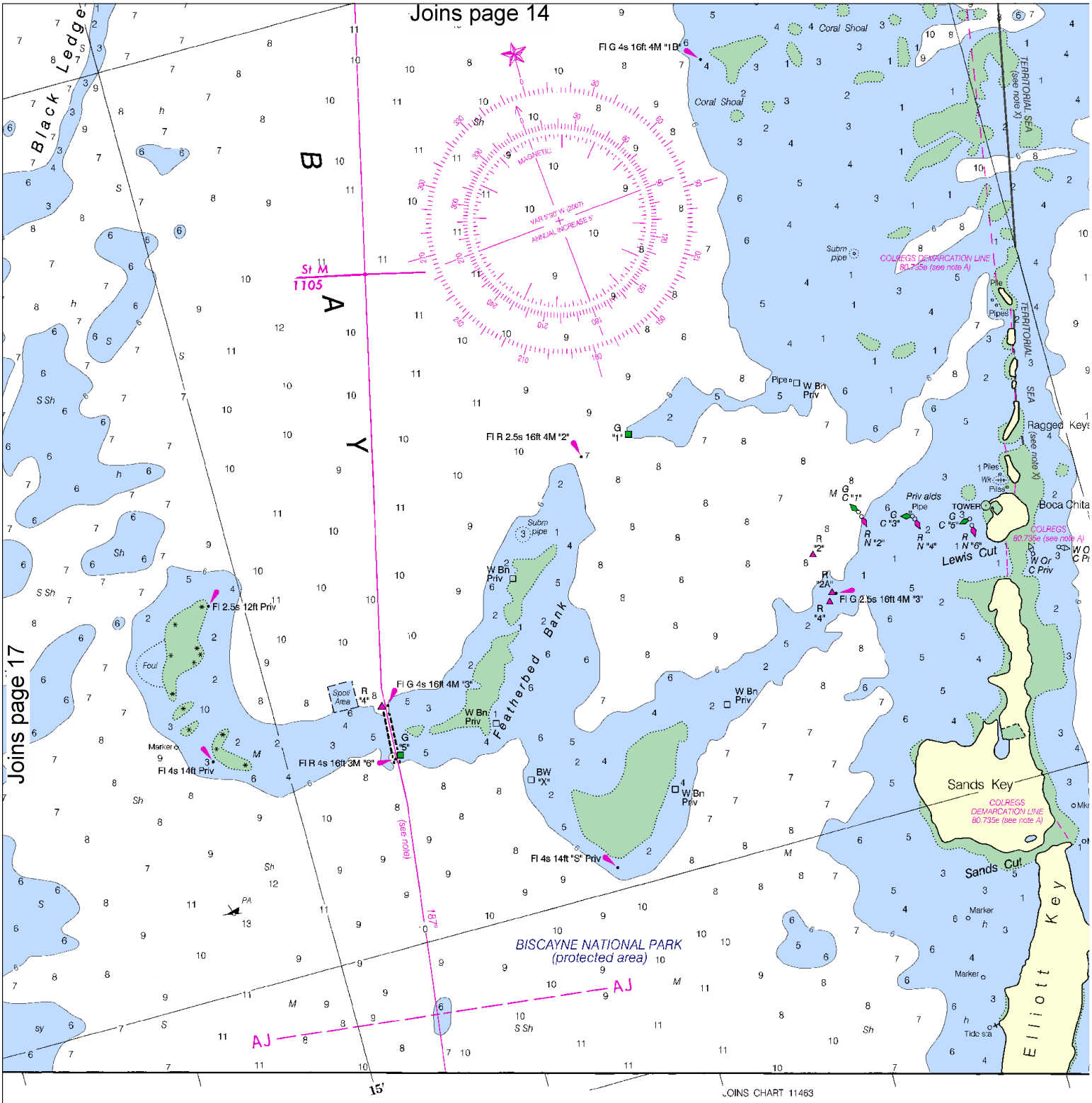
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Miami to Elliott Key

SOUNDINGS IN FEET - SCALE 1 : 40,000



FEET

sidential Proclamation,
iously identified as the
epict the jurisdictional
ndary off the Gulf coast
ine elsewhere remain in
d the outer limit of the
e and the 200-nautical
dential Proclamation.
ime limits are subject

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Nautical Miles
Statute Miles
Yards
Meters
LATITUDE
LONGITUDE

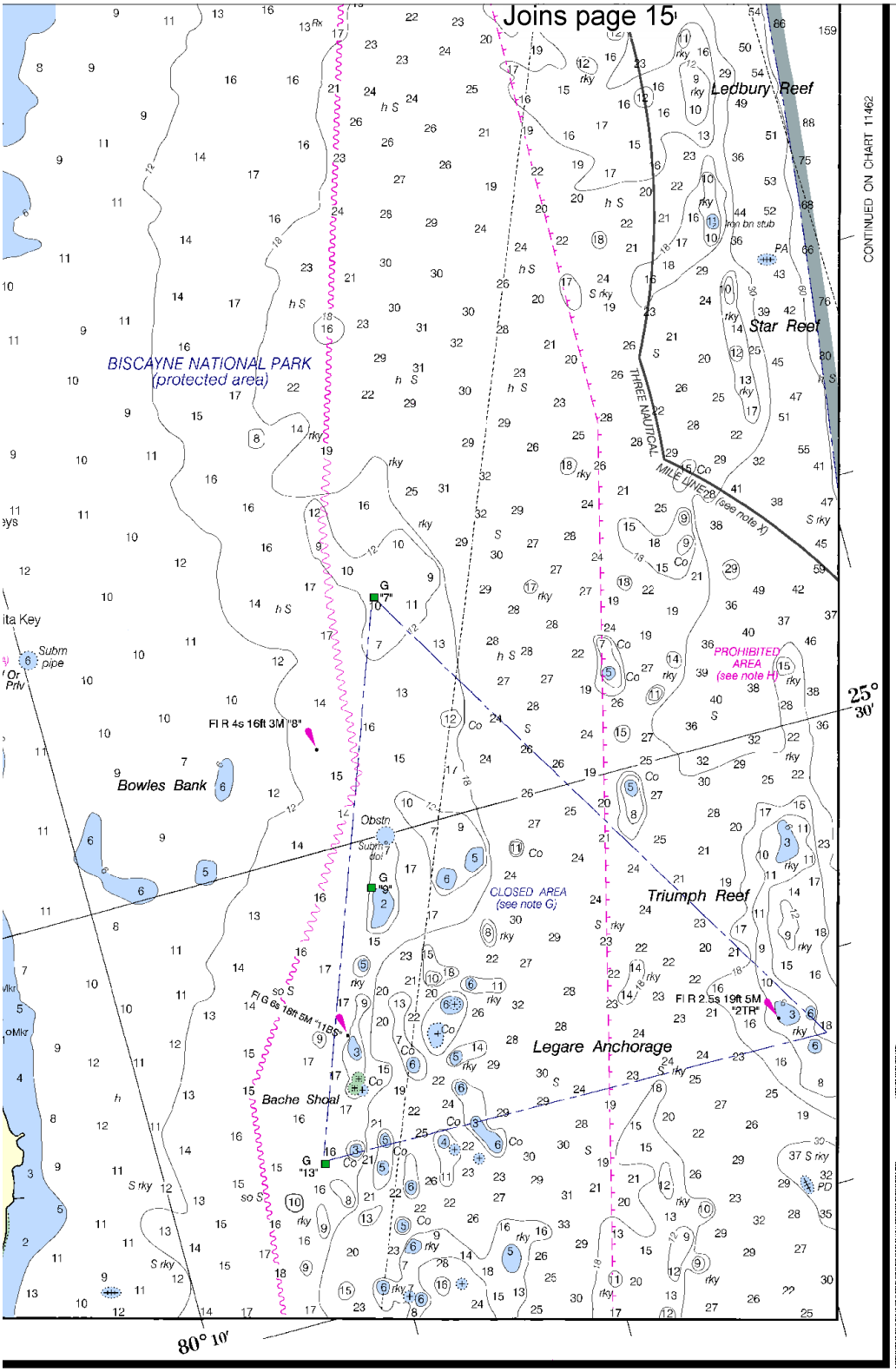
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

Yards

See Note on page 5.



Miami to Elliott Key

SOUNDINGS IN FEET - SCALE 1 : 40,000

11465

ED NO. 38

NSN 7642014010254 NGA REFERENCE NO. 11XHA11465

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Miami Group – 305-535-4316
Coast Guard Fort Lauderdale – 954-927-1611
Coast Guard Miami Beach – 305-535-4472
FL Fish and Wildlife Conservation Comm – 888-404-3922
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.